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060 RLSG DTG ACCUM DIST SEG ACCUM TIME ETA GROSS FUEL MFR SUN ZN ZN/ RB COMMENT  
061 RTE-MISSION TIME ROUTE MISSION WGT REM ANG MIN RB  
062 0F01 1700.0N 09940.0E CH 213 094/038 -03 210 -00 210 -27 300/318 0.88 -0 331 537 555 20  
063 0601 1620.0N 09940.0E AR 180 094/038 -05 175 -00 175 -28 300/318 0.80 -0 298 487 484 40  
064 XA01 1541.2N 10003.1E CC 150 087/049 25X1 145 -00 145 -36 357/379 0.85 60 295 510 487 45  
065 XB01 1516.0N 10018.0E DS 150 094/036 -03 147 -00 147 -23 200/210 0.88 -0 344 541 520 29  
066 0H01 1415.0N 09940.0E AR 180 094/038 -05 175 -00 175 -28 300/318 0.80 -0 298 487 484 125  
067  
068 RA01 1629.4N 10448.9E CL 066 086/102 +02 068 -00 068 -75 753/762 1.84 -0 370 1008 910 327  
069 RB01 1727.5N 10710.2E CC 067 096/063 +01 068 -00 068 -53 760/769 3.10 60 378 1789 1727 147  
070 INS TURN POINT 1735.0N 10729.0E ROLL IN 19.4 NM PRIOR  
071 RB02 1733.6N 10749.4E CC 094 096/063 +00 094 -00 094 -53 762/771 3.10 60 374 1790 1720 38  
072 RC01 1711.6N 11221.9E CC 095 079/068 -01 094 -01 093 -53 773/782 3.10 60 368 1788 1715 261  
073 INS TURN POINT 1710.0N 11239.0E ROLL IN 16.4 NM PRIOR  
074 RC02 1714.9N 11255.5E CC 073 064/055 +00 073 -01 072 -56 775/780 3.10 60 360 1778 1716 32  
075 RD01 1840.8N 11757.4E CC 073 064/068 +00 073 -00 073 -52 789/796 3.10 60 356 1791 1718 300  
076 RB02 1907.1N 11936.9E CC 074 075/055 +00 074 -00 074 -53 793/800 3.10 60 348 1789 1727 9A  
077 INS TURN POINT 1913.0N 12000.0E ROLL IN 22.6 NM PRIOR  
078 RD03 1929.4N 12016.6E CC 044 075/055 +01 045 -00 045 -53 795/802 3.10 60 345 1790 1736 44  
079 RE01 2303.4N 12402.1E CC 044 075/055 +01 045 -00 045 -52 809/818 3.10 60 339 1791 1737 300  
080 RE02 2349.6N 12453.0E CC 045 071/046 +01 046 +01 047 -51 812/821 3.10 60 333 1797 1748 66  
081 RF01 2402.0N 12448.0E DS 046 081/036 25X1 047 +02 049 -74 200/212 1.76 -0 372 966 933 220  
26% 12746

25 YEAR RE-REVIEW

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001 MISSION IDENT BX6709  
002 COMPUTER RUN IDENT  
003 COMPUTER RUN DATE 17 JUL 67  
004 TAKE-OFF DATE 19 JUL 67  
005 HSW/RTG START TIME 2 HR 0 MIN ZULU  
006 TURN RADIUS DATA 30.0 DEGREES BANK  
007 TAKE-OFF WEIGHT 105700 LBS  
008 DEPARTURE PT 2621N 12746E

PRIMARY

109A

25X1

009 BS MODIFIED ROUTE NINE  
010 THIS IS A MESSAGE FOR BX6709.  
011 FLIGHT PLAN FOR PRIMARY AIRCRAFT  
012 THIS ROUTE USES SOME HIT AND STEEL BRIDGE ONE AR AREAS

013	RLSG	END	SEGMENT	FC	TC	WIND	DFT	TH	VAP	MH	AIR	END	ALT	MACH	PC	KEAS	TAS	GND	GND
014		LAT	LONG			DIR/VEL	COR				TEMP	PRS/TRU			AB			SPD	DST
015	AA01	2510.9N	12643.4E	CL	219	053/013	+00	219	+02	221	+04	300/320	0.65	-0	342	422	435	90	
016	AB01	2419.0N	12558.0E	CR	218	079/020	-02	216	+02	218	-29	300/320	0.77	0	286	468	483	66	
017	AC01	2346.0N	12532.0E	AR	216	079/020	-02	214	+02	216	-29	300/320	0.80	-0	297	486	500	41	
018	XA01	2559.4N	12727.8E	CC	038	079/024	+02	040	+02	042	-34	337/359	0.85	60	302	511	492	170	
019	XB01	2622.0N	12748.0E	DS	039	066/011	+01	040	+02	042	-21	200/212	0.88	-0	353	544	532	29	
020	YA01	2454.4N	12144.5E	CC	284	082/025	+01	289	+01	290	-35	339/362	0.85	60	301	511	533	218	
021	YB01	2503.0N	12114.0E	DS	287	077/024	+01	284	+01	289	-22	200/213	0.88	-0	351	542	563	29	
022	AD01	2240.0N	12430.0E	AR	221	079/020	-01	220	+01	221	-29	300/320	0.80	-0	297	486	502	87	
023																			
024	PA01	1943.7N	11934.8E	CL	237	090/067	-02	235	-00	235	-78	753/760	1.84	-0	367	1000	1055	327	
025	PB01	1919.1N	11855.6E	CC	236	075/053	-01	235	-00	235	-55	755/762	3.10	60	378	1780	1824	44	
026	INS	TURN	POINT	1915.0N	11849.0E	ROLL	IN	7.5	NM	PRIOR									
027	PB02	1912.0N	11841.5E	CC	247	075/053	+00	247	-00	247	-55	756/763	3.10	60	377	1780	1826	15	
028	PC01	1710.2N	11353.2E	CC	246	064/065	+00	246	-00	246	-54	768/773	3.10	60	372	1786	1846	300	
029	PC02	1501.7N	10911.3E	CC	245	079/068	-01	244	-01	243	-53	781/790	3.10	60	362	1791	1851	300	
030	PC03	1408.5N	10719.7E	CC	244	079/069	-01	243	-01	242	-52	786/795	3.10	60	355	1793	1853	121	
031	INS	TURN	POINT	1346.9N	10635.2E	ROLL	IN	48.3	NM	PRIOR									
032	INS	TURN	POINT	1441.1N	10512.7E	ROLL	IN	48.3	NM	PRIOR									

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DTG 156

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013	RLSG	DTG	ACCUM	DIST	SEG	ACCUM	TIME	ETA	GROSS	FUEL	MFR	SUN	ZN	ZN/	RB	COMMENT
014			RTE-MISSION		ROUTE	MISSION			WGT	REM		ANG		MIH		
015	AA01	66	90	90	12.4	0+12.4	0+12.4	0212.4Z	98200	42.5	16.6	71	98	0.5	239	LEVEL
016	AB01	128	156	156	08.2	0+20.7	0+20.7	0220.7Z	96037	40.3	14.5	72	96	0.6	238	ARCP
017	AC01	87	197	197	04.9	0+25.5	0+25.5	0225.5Z	94867	39.2	13.3	73	95	0.6	239	FUEL DECSN
018	XA01	29	367	367	20.7	0+20.7	0+46.3	0246.3Z	89545	33.8	8.0	79	113	1.7	75	TO KADENA
019	XB01	0	396	396	03.3	0+24.0	0+49.5	0249.5Z	89075	33.4	7.5	79	118	1.7	79	KADENA
020	YA01	29	416	416	24.6	0+24.6	0+50.2	0250.2Z	88616	32.9		75	101	1.1	173	
021	YB01	0	445	445	03.1	0+27.7	0+53.2	0253.2Z	88146	32.4		75	102	1.2	175	
022	AD01	379	284	284	10.4	0+36.0	0+36.0	0236.0Z	89367	33.7		75	93	0.7	232	END AR
023	END	AIR	REFUEL	-	ONLOAD	336.33	POUNDS.		123000	67.3	62.9	MOR	TO	CONTINUE	29.3	LBS.
024	PA01	52	327	612	18.6	0+18.6	0+54.6	0254.6Z	100500	44.8	40.4	74	82	-0.5	205	START CC
025	PB01	7	372	656	01.5	0+20.1	0+56.0	0256.0Z	99625	43.9	39.6	74	81	-0.6	205	
026																
027	PB02	769	387	671	00.5	0+20.6	0+56.5	0256.5Z	99298	43.6	39.2	74	80	-0.5	193	
028	PC01	469	687	971	09.8	0+30.3	1+06.3	0306.3Z	93611	37.9	33.5	71	75	-0.5	189	
029	PC02	169	987	1271	09.7	0+40.0	1+16.0	0316.0Z	88250	32.5	28.2	68	70	-0.4	185	
030	PC03	48	1107	1392	03.9	0+43.9	1+19.9	0319.9Z	86175	30.5	26.1	67	69	-0.4	185	
031																
032																

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033 RLSG END SEGMENT FC TC WIND DFT TH VAR MH AIR END ALT MACH PC KEAS TAS GND GND  
034 LAT LONG DIR/VEL COR IN TEMP PRS/TRU AR AR SPD DST

035 PC04 1529.2N 10517.1E CC 005 096/064 +02 007 -01 006 -51 795/804 3.10 60 350 1790 1792 175

036 PD01 2027.9N 10544.6E CC 005 096/065 +02 007 -00 007 -50 808/817 3.10 60 341 1800 1794 300

037 PD02 2053.0N 10547.0E CC 005 096/066 +02 007 -00 007 -50 809/818 3.10 60 336 1801 1796 25

06038 INS TURN POINT 2154.8N 10553.0E ROLL IN 62.1 NM PRIOR

07039 INS TURN POINT 2238.8N 10347.4E ROLL IN 62.1 NM PRIOR

040 PD03 2148.6N 10307.8E CC 216 096/066 -02 214 -00 214 -50 819/828 3.10 60 331 1802 1828 213

041 PE01 2100.0N 10230.0E CC 216 096/067 -02 214 -00 214 -49 822/831 3.10 60 326 1804 1830 60

042 PF01 2007.1N 10151.6E CC 214 090/069 -02 212 -00 212 -50 825/834 3.10 60 324 1801 1833 64

043 PG01 1716.7N 09951.5E DS 214 086/097 -04 210 -00 210 -73 290/308 1.92 -0 360 1058 1115 205

044 PH01 1700.0N 09940.0E CH 213 094/038 -03 210 -00 210 -27 300/318 0.88 -0 331 537 555 20

045 PI01 1620.0N 09940.0E AR 180 094/038 -05 175 -00 175 -28 300/318 0.80 -0 298 487 444 40

046 XA01 1541.2N 10003.1E CC 150 087/055 -00 144 -00 144 -41 396/419 0.85 60 281 504 479 45

047 X801 1516.0N 10018.0E DS 150 094/038 -04 146 -00 146 -28 200/210 0.88 -0 329 536 514 29

048 PJ01 1415.0N 09940.0E AR 180 094/038 -05 175 -00 175 -28 300/318 0.80 -0 298 487 484 125

049

050 GA01 1609.2N 10457.2E CL 070 086/102 +02 072 -00 072 -75 753/762 1.84 -0 370 1008 908 327

051 GA01 1652.4N 10704.6E CC 071 096/063 +01 072 -01 071 -53 759/768 3.10 60 378 1789 1725 130

052 INS TURN POINT 1731.0N 10903.0E ROLL IN 119.6 NM PRIOR

053 GB02 1901.9N 10741.1E CC 319 096/063 +01 320 -00 320 -53 767/776 3.10 60 372 1791 1830 158

054 GC01 2132.4N 10520.8E CC 319 096/063 +01 320 -00 320 -52 775/784 3.10 60 366 1793 1833 200

055 GC02 2141.4N 10512.2E CC 318 096/063 +01 319 -00 319 -52 776/785 3.10 60 362 1795 1837 12

056 INS TURN POINT 2256.0N 10358.0E ROLL IN 102.9 NM PRIOR

057 GC03 2133.4N 10254.8E CC 214 096/063 -02 212 -00 212 -52 783/792 3.10 60 359 1795 1818 147

058 GD01 2007.0N 10151.7E CC 214 090/066 -02 212 -00 212 -52 767/776 3.10 60 353 1792 1823 105

059 GE01 1716.7N 09951.5E DS 214 086/101 -04 210 -00 210 -75 290/308 1.92 -0 375 1052 1112 205

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\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

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091 MISSION IDENT BX6709

092 -FLIGHT DATA FOR INS PACKAGE-

093	DESTINATION	INPUT
094	00	E026210Q4066L E127460Q4067L
095	01	E024190Q4166L E125580Q4167L
096	02	E022400Q4071L E124300Q4072L
097	03	E019150Q4171L E118490Q4172L
098	04	E013469Q4074L E106352Q4075L
099	05	E014411Q4174L E105127Q4175L
100	06	E021548Q4077L E105530Q4000L
101	07	E022388Q4177L E103474Q4100L
102	08	E017000Q4002L E099400Q4003L
103	09	E014150Q4102L E099400Q4103L
104	10	E017310Q4005L E109030Q4006L
105	11	E022580Q4105L E103580Q4106L
106	12	E017000Q4010L E099400Q4011L
107	13	E014150Q4110L E099400Q4111L
108	14	E017350Q4013L E107290Q4014L
109	15	E017100Q4113L E112390Q4114L
110	16	E019130Q4016L E120000Q4017L
111	17	E026220Q4116L E127480Q4117L
112	18	Q4021L Q4022L
113	19	Q4121L Q4122L
114	20	Q4024L Q4025L
115	21	Q4124L Q4125L
116	22	Q4027L Q4030L
117	23	Q4127L Q4130L
118	24	Q4032L Q4033L
119	25	Q4132L Q4133L
120	26	Q4035L Q4036L
121	27	E026220Q4135L E127480Q4136L
122	28	E025030Q4040L E121140Q4041L
123	29	E015160Q4140L E100180Q4141L
124	30	E015160Q4043L E100180Q4044L
125	31	Q4143L Q4144L
126	32	Q4046L Q4047L
127	33	Q4146L Q4147L
128	34	Q4051L Q4052L
129	35	Q4151L Q4152L
130	36	Q4054L Q4055L
131	37	Q4154L Q4155L
132	38	Q4057L Q4060L
133	39	Q4157L Q4160L
134	40	Q4062L Q4063L
135	41	Q4162L Q4163L

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082 083	ARCP (COORD)	TRUE COURSE PRIOR AFTER	ARCT (ZULU)	ON-LOAD (POUNDS)	MOR TO CONTINUE	AT MISSED GRD DIST-	AR AIR DIST-	ALTERNATE/DESTINATION- FUEL RMNG
084 085	AR-RTE A 2419N 12558E	218 237	0321Z	33633	29268	396	397	33375
086 087	AR-RTE P 1700N 09940E	213 070	0501Z	61664	43828	2284	2231	11865
088 089	AR-RTE Q 1700N 09940E	213 066	0621Z	47985	36147	1418	1439	25336
090	RTE R					1834	1925	19338

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	060	061	062	063	064	065	066	067	068	069	070	071	072	073	074	075	076	077	078	079	080	081
	RLSG	DTG	ACCUM DIST	SEG	ACCUM TIME	ETA	GROSS	FUEL	MFR	SUN	ZN	ZN/	RB	COMMENT								
			RTE-MISSION	TIME	ROUTE	MISSION	WGT	REM		ANG		MIN										
062	QF01	165	1304	3923	02.2	0+59.8	3+21.2	0621.2Z	83935	28.2	10.4	75	289	-0.1	76	ARCP						
063	QG01	125	1344	3963	05.0	1+04.8	3+26.2	0626.2Z	82765	27.1	9.2	74	290	-0.1	110	FUEL DECSN						
064	XA01	29	1389	4008	05.5	0+05.5	3+31.7	0631.7Z	81506	25.8	8.0	72	291	-0.1	141	TO TA KHLI						
065	XB01	0	1418	4037	03.3	0+08.9	3+35.1	0635.1Z	81036	25.3	7.5	71	291	-0.1	141	TA KHLI						
066	QH01	494	1469	4089	15.5	1+20.3	3+41.7	0641.7Z	75015	19.3		70	293	-0.1	113	END AR						
067	END AIR REFUEL - ONLOAD 47985 POUNDS.						123000	67.3	55.5	MOR TO CONTINUE				36.1	LBS.							
068	RA01	167	327	4416	21.6	0+21.6	4+03.3	0703.3Z	100500	44.8	33.0	61	284	-0.0	218	ST CC						
069	RB01	19	475	4563	05.1	0+26.7	4+08.4	0708.4Z	97421	41.7	29.9	58	282	-0.0	215							
070																						
071	RB02	278	513	4601	01.3	0+28.0	4+09.7	0709.7Z	96532	40.8	29.0	57	282	-0.0	188							
072	RC01	16	774	4863	09.1	0+37.2	4+18.9	0718.9Z	91337	35.6	23.8	50	283	-0.0	188							
073																						
074	RC02	420	806	4895	01.1	0+38.3	4+20.0	0720.0Z	90633	34.9	23.1	49	283	-0.0	210							
075	RD01	120	1106	5195	10.5	0+48.8	4+30.5	0730.5Z	85043	29.3	17.5	43	282	-0.0	209							
076	RD02	23	1204	5293	03.4	0+52.2	4+33.9	0733.9Z	83314	27.6	15.8	41	282	-0.0	208							
077																						
078	RD03	586	1248	5337	01.5	0+53.7	4+35.4	0735.4Z	82438	26.7	14.9	40	282	-0.0	238							
079	RE01	286	1548	5637	10.4	1+04.1	4+45.8	0745.8Z	77417	21.7	9.9	35	281	0.1	237							
080	RE02	220	1614	5703	02.3	1+06.3	4+48.0	0748.0Z	76353	20.7	8.8	33	280	0.1	235	START DS						
081	RF01	0	1834	5923	14.2	1+20.5	5+02.2	0802.2Z	75038	19.3	7.5	28	281	0.1	235	KADENA TACN						

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033 034	RLSG	DTG	ACCUM RTE-MISSION	DIST TIME	SEG ROUTE	ACCUM MISSION	TIME	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
035	PC04	387	1282	1566	05.9	0+49.8	1+25.8	0425.8Z	82723	27.0	22.7	80	54	-4.3	49	
036	PD01	87	1582	1866	10.0	0+59.8	1+35.8	0435.8Z	77811	22.1	17.7	85	82	-3.2	77	
037	PD02	62	1607	1892	00.8	1+00.7	1+36.7	0436.7Z	77416	21.7	17.4	85	86	-3.1	81	
038																
039																
040	PD03	349	1820	2105	07.0	1+07.7	1+43.6	0443.6Z	73707	18.0	13.6	84	96	2.9	240	
041	PE01	289	1880	2165	02.0	1+09.6	1+45.6	0445.6Z	72828	17.1	12.8	84	88	-3.1	232	
042	PF01	225	1944	2229	02.1	1+11.7	1+47.7	0447.7Z	71901	16.2	11.8	84	79	-3.3	225	START DS
043	PG01	20	2150	2434	11.0	1+22.8	1+58.8	0458.8Z	70756	15.1	10.7	83	53	-4.0	199	BOTTOM OUT
044	PH01	165	2170	2454	02.2	1+24.9	2+00.9	0500.9Z	70256	14.6	10.2	83	50	-4.1	197	ARCP
045	PI01	125	2210	2494	05.0	1+29.9	2+05.9	0505.9Z	69086	13.4	9.0	84	38	-4.3	218	FUEL DECSN
046	XA01	29	2255	2539	05.6	0+05.6	2+11.5	0511.5Z	68035	12.3	8.0	84	21	-4.6	231	TO TA KHLI
047	XB01	0	2284	2568	03.4	0+09.0	2+14.9	0514.9Z	67565	11.9	7.5	84	11	-4.8	221	TA KHLI
048	PJ01	577	2335	2619	15.5	1+45.4	2+21.4	0521.4Z	61336	5.6		83	1	-5.0	181	END AR
049	END AIR REFUEL	-	ONLOAD	61664 POUNDS.					123000	67.3	49.5					MOR TO CONTINUE 43.8 LBS.
050	QA01	249	327	2946	21.6	0+21.6	2+43.0	0543.0Z	100500	44.8	27.0	79	298	-0.2	228	START CC
051	QB01	120	457	3076	04.5	0+26.1	2+47.6	0547.6Z	97778	42.1	24.2	76	290	-0.1	219	
052																
053	QB02	315	615	3234	05.2	0+31.3	2+52.7	0552.7Z	94304	38.6	20.8	75	281	-0.0	322	
054	QC01	115	815	3434	06.5	0+37.9	2+59.3	0559.3Z	90619	34.9	17.1	76	271	0.1	312	
055	QC02	103	827	3446	00.4	0+38.3	2+59.7	0559.7Z	90398	34.7	16.9	76	270	0.1	312	
056																
057	QC03	330	974	3593	04.9	0+43.1	3+04.5	0604.5Z	87391	31.7	13.9	77	271	0.1	57	
058	QD01	225	1079	3698	03.4	0+46.6	3+08.0	0608.0Z	85580	29.9	12.0	77	277	-0.0	63	START DS
059	QE01	20	1284	3903	11.1	0+57.6	3+19.1	0619.1Z	84435	28.7	10.9	76	288	-0.1	74	BOTTOM OUT

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DTG 156

013 014	RLSG 014	DTG	ACCUM RTE-MISSION	DIST TIME	SEG ROUTE	ACCUM MISSION	TIME MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
015	AA01	66	90	90	12.4	0+12.4	0+12.4	0312.4Z	98200	42.5	16.6	84	129	2.0	270	LEVEL
016	AB01	128	156	156	08.2	0+20.7	0+20.7	0320.7Z	96037	40.3	14.5	85	130	2.1	272	ARCP
017	AC01	87	197	197	04.9	0+25.5	0+25.5	0325.5Z	94867	39.2	13.3	86	131	2.1	275	FUEL DECSN
018	XA01	29	367	367	20.7	0+20.7	0+46.3	0346.3Z	89545	33.8	8.0	84	218	0.7	180	TO KADENA
019	XB01	0	396	396	03.3	0+24.0	0+49.5	0349.5Z	89075	33.4	7.5	83	222	0.6	183	KADENA TACH
020	YA01	29	416	416	24.6	0+24.6	0+50.2	0350.2Z	88616	32.9		86	169	1.5	241	TO TAO YUAN
021	YB01	0	445	445	03.1	0+27.7	0+53.2	0353.2Z	88146	32.4		86	173	1.4	246	TAO YUAN
022	AD01	379	284	284	10.4	0+36.0	0+36.0	0336.0Z	89367	33.7		88	138	2.1	277	END AR
023	END AIR REFUEL	-	ONLOAD	33633 POUNDS.					123000	67.3	62.9	MOR	TO CONTINUE		29.3 LBS.	
024	PA01	52	327	612	18.6	0+18.6	0+54.6	0354.6Z	100500	44.8	40.4	88	52	-3.8	175	START CC
025	PB01	7	372	656	01.5	0+20.1	0+56.0	0356.0Z	99625	43.9	39.6	87	47	-3.9	171	
026																
027	PB02	769	387	671	00.5	0+20.6	0+56.5	0356.5Z	99298	43.6	39.2	87	48	-3.9	161	
028	PC01	469	687	971	09.8	0+30.3	1+06.3	0406.3Z	93611	37.9	33.5	84	47	-4.1	161	
029	PC02	169	987	1271	09.7	0+40.0	1+16.0	0416.0Z	88250	32.5	28.2	81	46	-4.4	161	
030	PC03	48	1107	1392	03.9	0+43.9	1+19.9	0419.9Z	86175	30.5	26.1	80	46	-4.5	162	

031  
032

\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

\*\*\*\*\* T O P S E C R E T \*\*\*\*\*



\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
060	RLSG																	
061																		
062	GF01	1700.0N	09940.0E	CH	213	094/038	-03	210	-00	210	-27	300/318	0.88	-0	331	537	555	20
063	QG01	1620.0N	09940.0E	AR	180	094/038	-05	175	-00	175	-28	300/318	0.80	-0	298	487	484	40
064	XA01	1541.2N	10003.1E	CC	150	087/049	-05	145	-00	145	-36	357/379	0.85	60	295	510	487	45
065	XB01	1516.0N	10018.0E	DS	150	094/036	-03	147	-00	147	-23	200/210	0.88	-0	344	541	520	29
066	QH01	1415.0N	09940.0E	AR	180	094/038	-05	175	-00	175	-28	300/318	0.80	-0	298	487	484	125
067																		
068	RA01	1629.4N	10448.9E	CL	066	086/102	+02	068	-00	068	-75	753/762	1.84	-0	370	1008	910	327
069	RB01	1727.5N	10710.2E	CC	067	096/063	+01	068	-00	068	-53	760/769	3.10	60	378	1789	1727	147
070	INS TURN POINT 1735.0N 10729.0E ROLL IN 19.4 NM PRIOR																	
071	RB02	1733.6N	10749.4E	CC	094	096/063	+00	094	-00	094	-53	762/771	3.10	60	374	1790	1720	38
072	RC01	1711.6N	11221.9E	CC	095	079/068	-01	094	-01	093	-53	773/782	3.10	60	368	1788	1715	261
073	INS TURN POINT 1710.0N 11239.0E ROLL IN 16.4 NM PRIOR																	
074	RC02	1714.9N	11255.5E	CC	073	064/055	+00	073	-01	072	-56	775/780	3.10	60	360	1778	1716	32
075	RD01	1840.8N	11757.4E	CC	073	064/068	+00	073	-00	073	-52	789/796	3.10	60	356	1791	1718	300
076	RD02	1907.1N	11936.9E	CC	074	075/055	+00	074	-00	074	-53	793/800	3.10	60	348	1789	1727	98
077	INS TURN POINT 1913.0N 12000.0E ROLL IN 22.6 NM PRIOR																	
078	RD03	1929.4N	12016.6E	CC	044	075/055	+01	045	-00	045	-53	795/802	3.10	60	345	1790	1736	44
079	RE01	2303.4N	12402.1E	CC	044	075/055	+01	045	-00	045	-52	809/818	3.10	60	339	1791	1737	300
080	RE02	2349.6N	12453.0E	CC	045	071/046	+01	046	+01	047	-51	812/821	3.10	60	333	1797	1748	66
081	RF01	2622.0N	12748.0E	DS	046	081/036	+01	047	+02	049	-74	200/212	1.76	-0	372	966	933	220

\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

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\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

033 034	RLSG LAT	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
035	PC04	1529.2N	10517.1E	CC	005	096/064	+02 007	-01 006	-51		795/804	3.10	60	350	1798	1792	175	
036	PD01	2027.9N	10544.6E	CC	005	096/065	+02 007	-00 007	-50		808/817	3.10	60	341	1800	1794	300	
037	PD02	2053.0N	10547.0E	CC	005	096/066	+02 007	-00 007	-50		809/818	3.10	60	336	1801	1796	25	
038	INS TURN POINT		2154.8N	10553.0E	ROLL IN	62.1 NM PRIOR												
039	INS TURN POINT		2238.8N	10347.4E	ROLL IN	62.1 NM PRIOR												
040	PD03	2148.6N	10307.8E	CC	216	096/066	-02 214	-00 214	-50		819/828	3.10	60	331	1802	1828	213	
041	PE01	2100.0N	10230.0E	CC	216	096/067	-02 214	-00 214	-49		822/831	3.10	60	326	1804	1830	60	
042	PF01	2007.1N	10151.6E	CC	214	090/069	-02 212	-00 212	-50		825/834	3.10	60	324	1801	1833	64	
043	PG01	1716.7N	09951.5E	DS	214	086/097	-04 210	-00 210	-73		290/308	1.92	-0	360	1058	1115	205	
044	PH01	1700.0N	09940.0E	CH	213	094/038	-03 210	-00 210	-27		300/318	0.88	-0	331	537	555	20	
045	PI01	1620.0N	09940.0E	AR	180	094/038	-05 175	-00 175	-28		300/318	0.80	-0	298	487	484	40	
046	XA01	1541.2N	10003.1E	CC	150	087/055	-06 144	-00 144	-41		396/419	0.85	60	281	504	479	45	
047	XB01	1516.0N	10018.0E	DS	150	094/038	-04 146	-00 146	-28		200/210	0.88	-0	329	536	514	29	
048	PJ01	1415.0N	09940.0E	AR	180	094/038	-05 175	-00 175	-28		300/318	0.80	-0	298	487	484	125	
049																		
050	QA01	1609.2N	10457.2E	CL	070	086/102	+02 072	-00 072	-75		753/762	1.84	-0	370	1008	908	327	
051	QB01	1652.4N	10704.6E	CC	071	096/063	+01 072	-01 071	-53		759/768	3.10	60	378	1789	1725	130	
052	INS TURN POINT		1731.0N	10903.0E	ROLL IN	119.6 NM PRIOR												
053	QB02	1901.9N	10741.1E	CC	319	096/063	+01 320	-00 320	-53		767/776	3.10	60	372	1791	1830	158	
054	QC01	2132.4N	10520.8E	CC	319	096/063	+01 320	-00 320	-52		775/784	3.10	60	366	1793	1833	200	
055	QC02	2141.4N	10512.2E	CC	318	096/063	+01 319	-00 319	-52		776/785	3.10	60	362	1795	1837	12	
056	INS TURN POINT		2258.0N	10358.0E	ROLL IN	102.9 NM PRIOR												
057	QC03	2133.4N	10254.8E	CC	214	096/063	-02 212	-00 212	-52		783/792	3.10	60	359	1795	1818	147	
058	QD01	2007.0N	10151.7E	CC	214	090/066	-02 212	-00 212	-52		787/796	3.10	60	353	1792	1823	105	
059	QE01	1716.7N	09951.5E	DS	214	086/101	-04 210	-00 210	-75		290/308	1.92	-0	375	1052	1112	205	

\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

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001 MISSION IDENT BX6709  
 002 COMPUTER RUN IDENT  
 003 COMPUTER RUN DATE 17 JUL 67  
 004 TAKE-OFF DATE 19 JUL 67  
 005 MSN/RTE START TIME 3 HR 0 MIN ZULU  
 006 TURN RADIUS DATA 30.0 DEGREES BANK  
 007 TAKE-OFF WEIGHT 105700 LBS  
 008 DEPARTURE PT 2621N 12746E

SECONDARY

109 B

009 BS MODIFIED ROUTE NINE  
 010 THIS IS A MESSAGE. FOR BX6709.  
 011 FLIGHT PLAN FOR BACKUP AIRCRAFT  
 012 THIS ROUTE USES SURE HIT AND STEEL BRIDGE ONE AR AREAS

013	RLSG	END	SEGMENT	FC	TC	WIND	DFT	TH	VAR	MH	AIR	END ALT	MACH	PC	KEAS	TAS	GND	GND
014		LAT	LONG			DIR/VEL	COR				TEMP	PRS/TRU		AB			SPD	DST
015	AA01	2510.9N	12643.4E	CL	219	053/013	+00	219	+02	221	+04	300/320	0.65	-0	342	422	435	90
016	AB01	2419.0N	12558.0E	CR	218	079/020	-02	216	+02	218	-29	300/320	0.77	0	286	468	483	66
017	AC01	2346.0N	12532.0E	AR	216	079/020	-02	214	+02	216	-29	300/320	0.80	-0	297	486	500	41
018	XA01	2559.4N	12727.8E	CC	038	079/024	+02	040	+02	042	-34	337/359	0.85	60	302	511	492	170
019	XB01	2622.0N	12748.0E	DS	039	066/011	+01	040	+02	042	-21	200/212	0.88	-0	353	544	532	29
020	YA01	2454.4N	12144.5E	CC	288	082/025	+01	289	+01	290	-35	339/362	0.85	60	301	511	533	218
021	YB01	2503.0N	12114.0E	DS	287	077/024	+01	288	+01	289	-22	200/213	0.88	-0	351	542	563	29
022	AD01	2240.0N	12430.0E	AR	221	079/020	-01	220	+01	221	-29	300/320	0.80	-0	297	486	502	87
023																		
024	PA01	1943.7N	11934.8E	CL	237	090/067	-02	235	-00	235	-78	753/760	1.84	-0	367	1000	1055	327
025	PB01	1919.1N	11855.6E	CC	236	075/053	-01	235	-00	235	-55	755/762	3.10	60	378	1780	1824	44
026	INS TURN POINT	1915.0N	11849.0E	ROLL IN					7.5 NM	PRIOR								
027	PB02	1912.0N	11841.5E	CC	247	075/053	+00	247	-00	247	-55	756/763	3.10	60	377	1780	1826	15
028	PC01	1710.2N	11353.2E	CC	246	064/065	+00	246	-00	246	-54	768/773	3.10	60	372	1786	1846	300
029	PC02	1501.7N	10911.3E	CC	245	079/068	-01	244	-01	243	-53	781/790	3.10	60	362	1791	1851	300
030	PC03	1408.5N	10719.7E	CC	244	079/069	-01	243	-01	242	-52	786/795	3.10	60	355	1793	1853	121
031	INS TURN POINT	1346.9N	10635.2E	ROLL IN					48.3 NM	PRIOR								
032	INS TURN POINT	1441.1N	10512.7E	ROLL IN					48.3 NM	PRIOR								

\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

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091 MISSION IDENT BX6709

092 -FLIGHT DATA FOR INS PACKAGE-

093	DESTINATION	INPUT
094	00	E02621004066L E12746004067L
095	01	E02419004166L E12558004167L
096	02	E02240004071L E12430004072L
097	03	E01915004171L E11849004172L
098	04	E01346504074L E10634304075L
099	05	E01440204174L E10512604175L
100	06	E02153604077L E10552804000L
101	07	E02237904177L E10350404100L
102	08	E01700004002L E09940004003L
103	09	E01415004102L E09940004103L
104	10	E01731004005L E10903004006L
105	11	E02258004105L E10358004106L
106	12	E01700004010L E09940004011L
107	13	E01415004110L E09940004111L
108	14	E01735004013L E10729004014L
109	15	E01710004113L E11239004114L
110	16	E01913004016L E12000004017L
111	17	E02622004116L E12748004117L
112	18	Q4021L Q4022L
113	19	Q4121L Q4122L
114	20	Q4024L Q4025L
115	21	Q4124L Q4125L
116	22	Q4027L Q4030L
117	23	Q4127L Q4130L
118	24	Q4032L Q4033L
119	25	Q4132L Q4133L
120	26	Q4035L Q4036L
121	27	E02622004135L E12748004136L
122	28	E02503004040L E12114004041L
123	29	E01516004140L E10018004141L
124	30	E01516004043L E10018004044L
125	31	Q4143L Q4144L
126	32	Q4046L Q4047L
127	33	Q4146L Q4147L
128	34	Q4051L Q4052L
129	35	Q4151L Q4152L
130	36	Q4054L Q4055L
131	37	Q4154L Q4155L
132	38	Q4057L Q4060L
133	39	Q4157L Q4160L
134	40	Q4062L Q4063L
135	41	Q4162L Q4163L

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\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

082 083	ARCP (COORD)	TRUE COURSE PRIOR AFTER	ARCT (ZULU)	ON-LOAD (POUNDS)	MOR TO CONTINUE	AT MISSED GRD DIST-	AR AIR DIST-	ALTERNATE/DESTINATION- FUEL RMNG
084 085	AR-RTE A 2419N 12558E	218 237	0221Z	33600	29271	396	398	33377
086 087	AR-RTE P 1700N 09940E	213 070	0401Z	61678	43810	2283	2236	11829
088 089	AR-RTE Q 1700N 09940E	213 066	0522Z	47926	36037	1418	1435	25368
090	RTE R					1834	1916	19389

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\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

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	RLSG	DTG	ACCUM RTE-MISSION	DIST TIME	SEG TIME	ACCUM ROUTE	TIME MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
060																
061																
062	QF01	165	1305	3923	02.2	0+59.8	3+22.1	0522.1Z	83994	28.3	10.4	86	358	-1.2	145	ARCP
063	QG01	125	1345	3963	05.1	1+04.9	3+27.2	0527.2Z	82824	27.1	9.3	85	345	-0.9	165	FUEL DECSN
064	XA01	29	1389	4008	05.7	0+05.7	3+32.9	0532.9Z	81538	25.8	8.0	84	332	-0.7	182	TO TA KHLI
065	XB01	0	1418	4037	03.4	0+09.1	3+36.3	0536.3Z	81068	25.4	7.5	83	326	-0.6	176	TA KHLI
066	QH01	494	1470	4088	16.0	1+20.9	3+43.2	0543.2Z	75074	19.4		81	324	-0.5	144	END AR
067	END AIR REFUEL -					ONLOAD	47926 POUNDS.		123000	67.3	55.4					MOR TO CONTINUE 36.0 LBS.
068	RA01	167	327	4416	21.2	0+21.2	4+04.4	0604.4Z	100500	44.8	32.9	74	290	-0.1	224	ST CC
069	RB01	19	475	4563	05.2	0+26.4	4+09.6	0609.6Z	97401	41.7	29.8	71	284	-0.0	217	
070																
071	RB02	278	513	4601	01.3	0+27.8	4+10.9	0610.9Z	96513	40.8	28.9	71	284	-0.0	190	
072	RC01	16	774	4862	09.2	0+37.0	4+20.2	0620.2Z	91282	35.6	23.7	64	283	-0.0	188	
073																
074	RC02	420	806	4895	01.1	0+38.1	4+21.3	0621.3Z	90579	34.9	23.0	63	283	-0.0	210	
075	RD01	120	1106	5195	10.5	0+48.6	4+31.8	0631.8Z	85010	29.3	17.4	56	280	-0.0	207	
076	RD02	23	1204	5293	03.4	0+51.9	4+35.1	0635.1Z	83298	27.6	15.7	54	280	-0.0	206	
077																
078	RD03	586	1248	5337	01.5	0+53.4	4+36.6	0636.6Z	82442	26.7	14.9	53	280	-0.0	236	
079	RE01	286	1548	5637	10.3	1+03.8	4+46.9	0646.9Z	77452	21.8	9.9	48	276	0.1	232	
080	RE02	220	1614	5703	02.2	1+06.0	4+49.2	0649.2Z	76404	20.7	8.8	47	276	0.1	231	START DS
081	RF01	0	1834	5923	14.4	1+20.4	5+03.5	0703.5Z	75089	19.4	7.5	41	276	0.1	230	KADENA TACN

\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

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\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

	033 034	RLSG	DTG	ACCUM RTE-MISSION	DIST	SEG TIME	ACCUM ROUTE	TIME MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
035	PC04	387	1282	1566	05.8	0+49.9	1+25.7	0325.7Z	82693	27.0	22.7	67	72	-0.3	67		
036	PD01	87	1582	1866	10.1	1+00.1	1+35.8	0335.8Z	77767	22.1	17.7	71	84	-0.0	79		
037	PD02	61	1608	1893	00.9	1+00.9	1+36.7	0336.7Z	77341	21.6	17.3	71	86	-0.0	81		
038																	
039																	
040	PD03	352	1818	2102	06.9	1+07.8	1+43.6	0343.6Z	73723	18.0	13.7	70	88	0.1	231		
041	PE01	289	1880	2164	02.0	1+09.8	1+45.6	0345.6Z	72814	17.1	12.8	70	86	-0.0	229		
042	PF01	225	1944	2228	02.1	1+11.9	1+47.7	0347.7Z	71887	16.2	11.9	70	83	-0.1	229	START DS	
043	PG01	20	2149	2434	11.3	1+23.2	1+59.0	0359.0Z	70742	15.0	10.7	70	75	-0.4	221	BOTTOM OUT	
044	PH01	165	2169	2454	02.2	1+25.4	2+01.2	0401.2Z	70242	14.5	10.2	71	75	-0.4	222	ARCP	
045	PI01	125	2209	2494	05.1	1+30.5	2+06.3	0406.3Z	69072	13.4	9.0	72	72	-0.6	252	FUEL DECSN	
046	XA01	29	2254	2538	05.8	0+05.8	2+12.1	0412.1Z	67999	12.3	8.0	73	69	-0.8	279	TO TA KHLI	
047	XB01	0	2283	2567	03.5	0+09.2	2+15.5	0415.5Z	67529	11.8	7.5	74	66	-1.0	276	TA KHLI	
048	PJ01	577	2334	2619	16.0	1+46.5	2+22.3	0422.3Z	61322	5.6		74	62	-4.9	242	END AR	
049	END AIR REFUEL	-	ONLOAD	61678 POUNDS.					123000	67.3	49.4	MOR TO CONTINUE			43.8 LBS.		
050	GA01	249	327	2946	21.3	0+21.3	2+43.6	0443.6Z	100500	44.8	26.9	84	39	-4.3	329	START CC	
051	QB01	119	457	3076	04.6	0+25.9	2+48.1	0448.1Z	97758	42.1	24.2	86	11	-4.6	300		
052																	
053	QB02	316	615	3234	05.2	0+31.0	2+53.3	0453.3Z	94308	38.6	20.7	88	337	-0.9	18		
054	QC01	116	815	3434	06.6	0+37.6	2+59.9	0459.9Z	90641	34.9	17.1	90	194	1.3	235		
055	QC02	103	828	3446	00.4	0+38.0	3+00.3	0500.3Z	90421	34.7	16.9	89	199	1.2	241		
056																	
057	QC03	330	975	3593	04.8	0+42.8	3+05.1	0505.1Z	87434	31.7	13.9	89	119	2.5	265		
058	QD01	225	1079	3698	03.4	0+46.3	3+08.5	0508.5Z	85639	29.9	12.1	89	46	-3.8	192	START DS	
059	QE01	20	1285	3903	11.3	0+57.6	3+19.9	0519.9Z	84494	28.8	10.9	86	5	-4.7	151	BOTTOM OUT	

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DTG 156

013 014	RLSG	DTG	ACCUM DIST RTE-MISSION	SEG TIME	ACCUM TIME ROUTE MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT		
015	AA01	66	90	90	12.4	0+12.4	0+12.4	0212.4Z	98200	42.5	16.6	71	98	0.5	239	LEVEL
016	AB01	128	156	156	08.2	0+20.6	0+20.6	0220.6Z	96070	40.4	14.5	72	96	0.6	238	ARCP
017	AC01	87	197	197	04.8	0+25.4	0+25.4	0225.4Z	94900	39.2	13.3	73	95	0.6	239	FUEL DECSN
018	XA01	29	367	367	20.9	0+20.9	0+46.3	0246.3Z	89547	33.8	8.0	79	113	1.7	75	TO KADENA
019	XB01	0	396	396	03.2	0+24.2	0+49.6	0249.6Z	89077	33.4	7.5	79	118	1.7	79	KADENA TACN
020	YA01	29	416	416	24.9	0+24.9	0+50.3	0250.3Z	88560	32.9		75	101	1.1	173	TO TAO YUAN
021	YB01	0	445	445	03.1	0+28.0	0+53.4	0253.4Z	88090	32.4		75	102	1.2	175	TAO YUAN
022	AD01	379	284	284	10.4	0+35.8	0+35.8	0235.8Z	89400	33.7		74	92	0.7	231	END AR
023	END AIR REFUEL - ONLOAD 33600 POUNDS.						123000	67.3	63.0	MOR TO CONTINUE 29.3 LBS.						
024	PA01	52	327	612	18.6	0+18.6	0+54.4	0254.4Z	100500	44.8	40.5	74	82	-0.5	205	START CC
025	PB01	7	372	656	01.5	0+20.1	0+55.9	0255.9Z	99605	43.9	39.6	74	81	-0.5	205	
026																
027	PB02	770	387	671	00.5	0+20.6	0+56.4	0256.4Z	99279	43.6	39.3	74	80	-0.5	193	
028	PC01	470	687	971	09.8	0+30.4	1+06.2	0306.2Z	93574	37.9	33.5	71	75	-0.5	189	
029	PC02	170	987	1271	09.7	0+40.2	1+15.9	0315.9Z	88214	32.5	28.2	68	71	-0.4	186	
030	PC03	48	1109	1393	03.9	0+44.1	1+19.9	0319.9Z	86123	30.4	26.1	67	69	-0.4	185	

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\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

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060 061	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
062	QF01	1700.0N	09940.0E	CH	213	112/037	-04	209	-00	209	-29	300/318	0.88	-0	330	535	541	20
063	QG01	1620.0N	09940.0E	AR	180	112/037	-04	176	-00	176	-30	300/318	0.80	-0	296	485	470	40
064	XA01	1541.2N	10003.1E	CC	150	106/044	-04	146	-00	146	-38	357/378	0.85	60	294	507	475	45
065	XB01	1516.0N	10018.0E	DS	150	112/035	-02	148	-00	148	-25	200/211	0.88	-0	343	539	511	29
066	QH01	1415.0N	09940.0E	AR	180	112/037	-04	176	-00	176	-30	300/318	0.80	-0	296	485	470	125
067																		
068	RA01	1629.4N	10448.9E	CL	066	091/081	+02	068	-00	068	-78	753/761	1.84	-0	367	1000	924	327
069	RB01	1727.5N	10710.4E	CC	067	093/074	+01	068	-00	068	-55	760/768	3.10	60	376	1781	1708	148
070	INS TURN POINT		1735.0N		10729.0E	ROLL IN		19.3	NM PRIOR									
071	RB02	1733.6N	10749.2E	CC	094	093/075	+00	094	-00	094	-55	762/770	3.10	60	372	1782	1701	38
072	RC01	1711.6N	11222.0E	CC	095	091/077	+00	095	-01	094	-54	774/782	3.10	60	366	1784	1700	261
073	INS TURN POINT		1710.0N		11239.0E	ROLL IN		16.3	NM PRIOR									
074	RC02	1714.9N	11255.4E	CC	073	083/050	+00	073	-01	072	-57	775/780	3.10	60	359	1774	1718	32
075	RD01	1840.8N	11757.4E	CC	073	068/060	+00	073	-00	073	-53	789/795	3.10	60	355	1787	1721	300
076	RD02	1907.1N	11937.0E	CC	074	039/035	-01	073	-00	073	-54	793/799	3.10	60	347	1786	1750	98
077	INS TURN POINT		1913.0N		12000.0E	ROLL IN		22.5	NM PRIOR									
078	RD03	1929.3N	12016.6E	CC	044	039/035	+00	044	-00	044	-54	795/801	3.10	60	345	1786	1744	44
079	RE01	2303.3N	12402.0E	CC	044	039/036	+00	044	-00	044	-53	809/816	3.10	60	338	1788	1745	300
080	RE02	2349.6N	12453.0E	CC	045	078/035	+01	046	+01	047	-52	812/819	3.10	60	332	1793	1757	66
081	RF01	2622.0N	12748.0E	DS	046	053/037	+00	046	+02	048	-76	200/212	1.76	-0	370	960	920	220

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	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
033 034																		
035	PC04	1527.9N	10516.9E	CC	005	093/078	+03 008	-01 007	-53		795/803	3.10	60	348	1790	1780	173	
036	PD01	2026.5N	10544.5E	CC	005	093/079	+03 008	-00 008	-52		808/816	3.10	60	340	1792	1782	300	
037	PD02	2053.0N	10547.0E	CC	005	093/080	+03 008	-00 008	-52		809/817	3.10	60	334	1793	1784	27	
038	INS TURN POINT		2153.6N	10552.8E		ROLL IN	60.9 NM PRIOR											
039	INS TURN POINT		2237.9N	10350.4E		ROLL IN	60.9 NM PRIOR											
040	PD03	2149.6N	10310.4E	CC	217	093/080	-02 215	-00 215	-52		819/827	3.10	60	330	1793	1832	209	
041	PE01	2100.0N	10230.0E	CC	217	093/081	-02 215	-00 215	-51		822/830	3.10	60	325	1796	1834	62	
042	PF01	2007.1N	10151.6E	CC	214	084/079	-02 212	-00 212	-52		825/833	3.10	60	322	1793	1838	64	
043	P601	1716.7N	09951.5E	DS	214	091/078	-03 211	-00 211	-75		290/307	1.92	-0	358	1051	1091	205	
044	PH01	1700.0N	09940.0E	CH	213	112/037	-04 209	-00 209	-29		300/318	0.88	-0	330	535	541	20	
045	PI01	1620.0N	09940.0E	AR	180	112/037	-04 176	-00 176	-30		300/318	0.80	-0	296	485	470	40	
046	XA01	1541.2N	10003.1E	CC	150	106/049	-04 146	-00 146	-43		396/418	0.85	60	280	502	466	45	
047	XB01	1516.0N	10018.0E	DS	150	112/037	-03 147	-00 147	-30		200/211	0.88	-0	328	534	504	29	
048	PJ01	1415.0N	09940.0E	AR	180	112/037	-04 176	-00 176	-30		300/318	0.80	-0	296	485	470	125	
049																		
050	QA01	1609.2N	10457.2E	CL	070	091/081	+02 072	-00 072	-78		753/761	1.84	-0	367	1000	922	327	
051	QB01	1652.5N	10705.1E	CC	071	093/074	+01 072	-01 071	-55		759/767	3.10	60	377	1782	1706	130	
052	INS TURN POINT		1731.0N	10903.0E		ROLL IN	119.1 NM PRIOR											
053	QB02	1901.5N	10741.5E	CC	319	093/075	+02 321	-00 321	-54		767/775	3.10	60	371	1783	1829	157	
054	QC01	2132.0N	10521.2E	CC	319	093/076	+02 321	-00 321	-54		775/783	3.10	60	364	1785	1832	200	
055	QC02	2141.4N	10512.2E	CC	318	093/077	+02 320	-00 320	-54		776/784	3.10	60	360	1787	1837	13	
056	INS TURN POINT		2258.0N	10358.0E		ROLL IN	102.9 NM PRIOR											
057	QC03	2133.4N	10254.8E	CC	214	093/077	-02 212	-00 212	-54		783/791	3.10	60	357	1787	1821	147	
058	QD01	2007.0N	10151.7E	CC	214	084/076	-02 212	-00 212	-54		787/795	3.10	60	352	1784	1826	105	
059	QE01	1716.7N	09951.5E	DS	214	091/081	-04 210	-00 210	-77		290/307	1.92	-0	372	1045	1086	205	

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\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

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001 MISSION IDENT BX6709  
 002 COMPUTER RUN IDENT  
 003 COMPUTER RUN DATE 18 JUL 67  
 004 TAKE-OFF DATE 19 JUL 67  
 005 MSN/RTE START TIME 2 HR 0 MIN ZULU  
 006 TURN RADIUS DATA 30.0 DEGREES BANK  
 007 TAKE-OFF WEIGHT 105700 LBS  
 008 DEPARTURE PT 2621N 12746E

110

F.P. 100  
 7/18/67  
 # 2235 HRS

009 BS MODIFIED ROUTE NINE  
 010 THIS IS A BX 6709 MSG. WX UPDATE FOR INFO ONLY.  
 011 FLIGHT PLAN FOR PRIMARY AIRCRAFT  
 012 THIS ROUTE USES SURE HIT AND STEEL BRIDGE ONE AR AREAS

	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
013	014																	
015	AA01	2510.9N	12643.4E	CL	219	031/014	+00	219	+02	221	+04	300/320	0.65	-0	342	422	436	90
016	AB01	2419.0N	12558.0E	CR	218	057/020	-01	217	+02	219	-29	300/320	0.77	0	286	468	487	66
017	AC01	2346.0N	12532.0E	AR	216	057/020	-01	215	+02	217	-29	300/320	0.80	-0	297	486	505	41
018	XA01	2559.4N	12727.8E	CC	038	057/025	+01	039	+02	041	-34	337/360	0.85	60	302	511	487	170
019	XB01	2622.0N	12748.0E	DS	039	345/006	-01	038	+02	040	-22	200/212	0.88	-0	352	542	538	29
020	YA01	2454.4N	12144.5E	CC	288	058/025	+02	290	+01	291	-35	339/362	0.85	60	301	511	527	218
021	YB01	2503.0N	12114.0E	DS	287	089/026	+01	288	+01	289	-22	200/213	0.88	-0	351	542	567	29
022	AD01	2240.0N	12430.0E	AR	221	057/020	-01	220	+01	221	-29	300/320	0.80	-0	297	486	505	87
023																		
024	PA01	1943.7N	11934.8E	CL	237	089/067	-02	235	-00	235	-79	753/759	1.84	-0	366	997	1053	327
025	PB01	1919.1N	11855.5E	CC	236	039/036	+00	236	-00	236	-56	755/761	3.10	60	377	1776	1804	44
026	INS TURN POINT	1915.0N	11849.0E	ROLL IN		7.4 NM PRIOR												
027	PB02	1912.0N	11841.5E	CC	247	039/036	+01	248	-00	248	-56	756/762	3.10	60	376	1776	1802	15
028	PC01	1710.2N	11353.2E	CC	246	068/058	+00	246	-00	246	-55	768/773	3.10	60	371	1782	1835	300
029	PC02	1501.7N	10911.3E	CC	245	091/078	-01	244	-01	243	-54	781/789	3.10	60	361	1787	1850	300
030	PC03	1407.9N	10718.5E	CC	244	091/079	-01	243	-01	242	-53	786/794	3.10	60	354	1789	1852	122
031	INS TURN POINT	1346.5N	10634.3E	ROLL IN		47.9 NM PRIOR												
032	INS TURN POINT	1440.2N	10512.6E	ROLL IN		47.9 NM PRIOR												

\*\*\*\*\* T O P S E C R E T \*\*\*\*\*

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MISSION NUMBER BX6709SHIPPING INVOICESHIPPING NUMBER 4-BX-6

BOX NUMBER	CONTENTS	FT/FILM/NER REELS	PROCESSED/UNPROCESSED	NAME OF COURIER	DESTINATION	DATE DEL	CONSIGNEE INITIAL	REMARKS
4-BX-6 1/3 Brown over Red	Type 1 TAKE	1,800/ 1 reel	unprocessed					Wt. 400 Cu. 15
4-BX-6 2/3 Brown over Purple	Blue Dog Tape	1 reel	Unprocessed	" "				Wt. 1 lb. Cu. .05
4-BX-6 3/3 White over Green	Pilots Brief Tape	1 reel	Processed	" "	Proj. Hqs			Wt. 5 lbs Cu. 1.0
1 box	Pilots Debrief Tape	1 reel	Processed	" "	" "			
	Film Strip ✓	1 reel	Processed	" "	" "			
	Intel Brief ✓	1 reel	Processed	" "	" "			
	BW Mag Tape ✓	1 reel	Unprocessed	" "	" "			
	BW Oscillograph	3 reels	Processed	" "	" "			

## DISTRIBUTION:

- 1 - Proj Hqs
- 1 - Proj Registry
- 1 - EK
- 1 - EDL
- 1 - [ ]
- 10 - COURIER [ ]